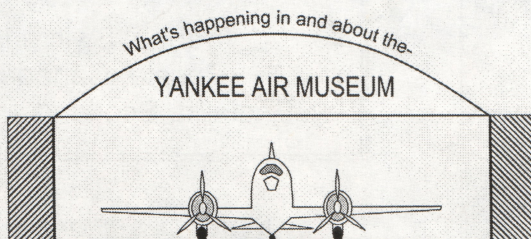
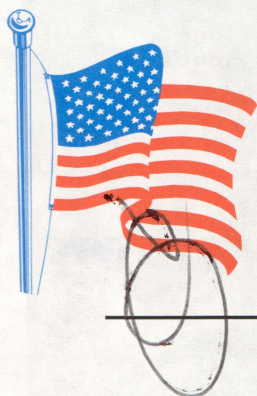


The Newsletter of the Yankee Air Force



Hangar Happenin's

7 - 8 AUGUST *THUNDER OVER MICHIGAN* AIR DISPLAY 2004



© ROGER SHERMAN 2003

Remember last year's ***THUNDER OVER MICHIGAN***? Can it get any better? See Pages 8 - 9 !

August 2004

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Join us on the web: www.yankeeairmuseum.org

Yankee Air Force, Inc.
d/b/a Yankee Air Museum
A Non-Profit Organization
501(c)(3)
2041 A Street - East Access
Willow Run Airport
Belleville, Michigan USA



Hangar Happenin's is the monthly newsletter of the Yankee Air Force.

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Brian Higgins	Bill Wier
Randy Hotton	Dale Worcester
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MEETING SCHEDULE

General Membership
1st Wednesday of Month - 7:30 PM
All Members & Guests Welcome

Flyable Aircraft Meeting
2nd Wednesday of Month - 7:30 PM
Everyone Welcome

Board Meeting
3rd Wednesday of Month - 7:30 PM
All Members Welcome

Staff Meeting
4th Saturday of Month - 10:30 AM
All Department Chairs & Managers

MUSEUM HOURS
10 AM - 4 PM **TUESDAY - SATURDAY**
12 NOON - 4 PM **SUNDAY**

MUSEUM & STORE OPEN WEDNESDAY EVENINGS TO 7 PM

Phone: (734) 483 - 4030
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Visitors to our Museum
during **June 2004** were from
23 of our United States,
and

France, Switzerland, Australia,
Russia, Canada, Puerto Rico,
England, Scotland and the Netherlands

PAST DATES OF INTEREST

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

2 Aug 1990 Iraq invades Kuwait

5 Aug 1954 First operational flight of a B-52

6 Aug 1945 B-29 *Enola Gay* bombs Hiroshima

8 Aug 1990 First USAF F-15s arrive in
Saudi Arabia to initiate *Desert Shield*

9 Aug 1945 B-29 *Bockscar* bombs Nagasaki

15 Aug 1945 V J Day: War with Japan ends

15 Aug 1957 General Nathan Twining named
first Chairman of the Joint Chiefs

19 Aug 1940 First flight of a B-25

20 Aug 1942 12th Air Force activated for
invasion of North Africa

31 Aug 1956 First flight of a KC-135

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Winner of the 50/50 drawing at our July meeting was
DAVE STEINER
who donated his winnings to our CG-4A Glider.
Thank you, Dave!

Winner of one ticket to our July 17th
Vietnam Veterans Recognition Evening Program
was **DWIGHT KOSLOWSKI**
who had already purchased his ticket,
so donated it back, then won by **ANDREW FRITZ**.
Congratulations everyone!

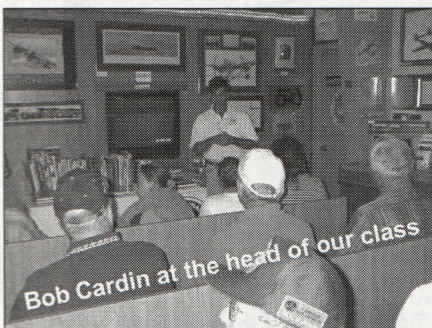
To contact Hangar Happenin's
E-mail: hangarhapps@yankeeairmuseum.org
Phone: (734) 483-4030 Ext 219

Gooney visits *Glacier Girl* and gets a two-fer museum day ! Story & photos by Dave Steiner

Middlesboro-Bell County Airport (1A6) and the surrounding Kentucky town is a flat area in a sea of hills. The reason was not confirmed by geologists until the 1960s. Middlesboro, Kentucky, is near the middle of a meteor impact crater. Otherwise the area would not be suitable for landing a helicopter. To see a pilot's eye view of the approach go to www.airnav.com and punch in 1A6.

The June 15th *Yankee Doodle Dandy* excursion with Pilot-in-Command **Bill Clark**, Co-Pilot **Joe Toth** and Crew Chief/good (golf)ball striker **Irv Kaminski** started out with nice weather in YIP but it wasn't looking so great in Middlesboro. As we approached the area after nearly three hours en route the crew wasn't sure we could get in. There is no straight, low-and-slow pattern into 1A6, and without a good margin of safety, we weren't going in. We didn't want to make another impact crater.

But the weather gods were shining on our old Gooney and as we got over the area the clouds parted and lifted above the airport more than enough to get a good visual approach. That doesn't mean it was easy. The approach to 1A6 is not exactly conventional. So, Bill cranked the old bird over and downward we circled (not to be confused with auguring in), in the process going over the town twice at an altitude that pretty much assured that many if not all the townfolk would know that the Yankees were coming. But as Bill explained, it is harder to gain altitude than lose it. The tops of the hills were cloaked in clouds and at 85+ degrees F. we had temperature density to think about. But first we had a cool airplane to see. And there we were: the *Glacier Girl* and the Gooney Bird. Of course, wherever we land we draw a crowd. A C-47 in U.S. Air Force livery does not land at most airfields every day. We were also greeted by a YAF member whose name was lost in our notes. Please call!



Bob Cardin, museum director, P-38 recovery and restoration boss has devoted the last 12 or more years of his life to this P-38F special, *Glacier Girl*. He is almost a one-man show. Jeff Cupp takes care of things when Bob is not there, and the hangar is open 7 days a week, 8AM-5PM. Bob knew we were coming and took the time to show us two short videos on GG, answered all our questions and autographed books and calendars, etc. that YAF members purchased at the gift shop that is jammed into one corner of the hangar. *Glacier Girl* occupies most of it. We made sure he got a tour of our *Yankee Doodle Dandy*.

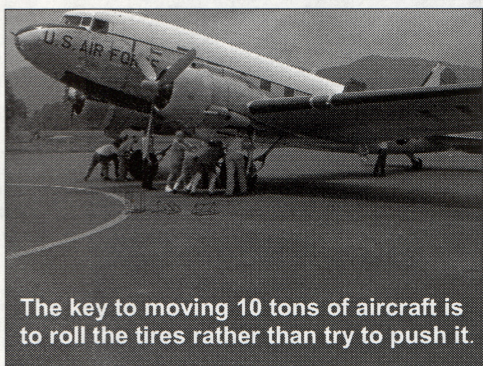
There is a new hangar shell built but Bob says they need another \$600,000 to move in. It will be air-conditioned. Kentucky's high humidity is actually making GG rot. Of course we told him we knew of a hangar farther north where that would not be as much of a problem! For more about *Glacier Girl* go to www.thelostsquadron.com. There is an online gift shop and a great deal of information about the recovery and restoration of what is probably the most famous (and most expensive) P-38 in the world.

They figure they have more than \$4.5 million into the plane, but it is valued at \$8 million, and insured for only \$2 million. Steve Hinton of the *Planes of Fame Museum* in Chino, California is the only pilot the insurance company will authorize to fly her. The insurance runs \$53,000 per year.

After a short walk to the local *McDonald's* for lunch (watching a med-evac chopper take off on the way) we were ready to re-board our aircraft. On arrival Captain Clark pulled up close enough to make sure the hose would reach for the re-fuel, but we took on only 15 gallons to what remained in the tanks (enough to get us to Lexington with an hour reserve). We didn't want any more fuel than necessary—the priority was getting off the 3600-foot strip and over the hilltops!

No tug or tow bar available, so we had to push aircraft away from the pumps. I told the guys I'd be glad to help, but I had to take a picture for this article. Then some *%#@*&% bystander said he'd take the picture for me! Think it's not possible to push a 20,000-pound aircraft with just 10 people? It is actually quite easy, and with only a few guys on each tire we moved YDD back. The trick is to roll the tires, rather than push the airplane (a group of guys "pushed" the B-17 100+ feet at Selfridge last year).

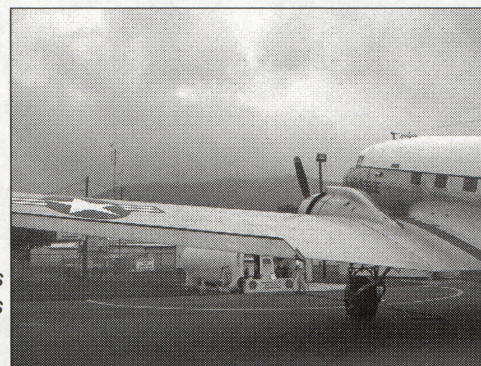
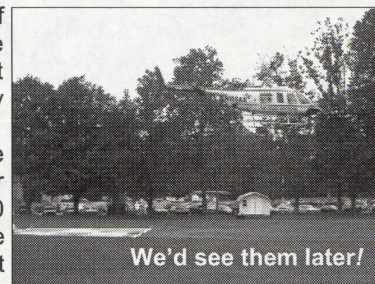
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LEFT: **Russ Banush** "helps" the author on the pushback with a back push.

**SIGN UP FOR OTHER EXCITING
EXCURSIONS IN OUR C-47 !
SEE PAGE 12 !**

RIGHT: A view of the hills and clouds around 1A6 as Bob Cardin prepares to gas our C-47.



Next stop: Lexington, but with some hills and weather to contend with on the way. Bill made sure he started from the end of the runway and the reliable Pratt & Whitneys did their stuff as Bill skillfully circled us around, up and out of the meteor impact crater, leaving it just as it was. Again, the townfolk knew the Yankees were leaving.

After a fuel burn of 100 gallons (just as Bill had expected) including a climb to Angels 8000 to miss some weather, we set down at Lexington-Blue Grass Airport (LEX). And here's where the two-fer came in. The fuel stop was directly in front of the *Aviation Museum of Kentucky*. Wow, were they surprised and excited to see us as was everyone else on the field. The museum director invited us to tour their 12,000 square foot hangar for free (see more at www.aviationky.org) and get some cold water out of the refrigerator if we needed it (we left \$1 each in the *cold cash* donation pot inside). There are many aircraft on the floor and hanging from the steel beams of the hangar, including an A-4 Skyhawk painted in *Blue Angel* livery, a T-38 in *Thunderbird* scheme, several helicopters, gliders and well-done displays. There were also at least a dozen computer simulators with yokes for kids, small and large. This writer tried one out, taking off from Meigs Field, Chicago, but failing to return to base, and in an e-mail the next day told them one simulator had been left out over Lake Michigan, and they might want to have one of the little kids fly it back. This venue might be worth a C-47 excursion or YAF air show appearance. Commemorative Air Force (CAF) has been there with their B-29 *Fifi* and B-24 *Diamond Lil*.

A summer aviation camp for kids was in progress at the museum, so they were invited to take a tour of our classic bird, supervised by **Alex Azary**. Of course there was a photo op next to the aircraft afterward. Just before leaving we noticed the med-evac chopper across the tarmac that we had seen in Middlesboro. The crew had come over earlier to see our bird but no "connection" was made to Middlesboro. So I went over there and asked them if they had come in from Middlesboro. They acted a bit surprised that I knew that, until I told them we had watched them take off. They said "So you were the guys watching us." They asked what I was doing in Lexington, I pointed to the Gooney and said we flew in on that from Middlesboro. To which they replied, "So you were the guys making all that noise over at the airfield!"

The flight back to the Old Yankee Aerodrome was uneventful and included a good look at the United States Air Force Museum in Dayton from on high. We had a tailwind and were cooking along at 200 mph a good portion of the time. **Tony Osentoski** had a Magellan GPS and a road atlas and could tell us exactly where we were and when we would arrive. He and his brother **Paul** took a ride on the Canadian Warplane Heritage Museum's Lancaster (www.warplane.com) on June 6th this year. One of only two flying in the world and the only one that takes passengers, they more than got their money's worth by flying over many D-day events in Canada scheduled for the 60th Anniversary of D-Day.

At the end of the trip I sort of stood by the door, not opening it and asked for volunteers for the August Air Display. I was getting a pretty good response until **Mary Jane Medlock** opened the door from outside and let everyone out! I got five people anyway. Flight Ops advises that this trip probably won't be made again but those of us who went on it sure had a great time and would certainly recommend it if a decision is made to return to see *Glacier Girl*. While we were there, Bob Cardin told us that GG would have come to our event last August to fly with the P-38 *Porky II*, but Steve Hinton was not available. Maybe we can get GG to Yankee Air Museum at some point. She would go well with the Michigan tourism "Cool" theme. After all, she spent some 50 years packed in ice!



F-4 Phantom in 1991 retirement colors

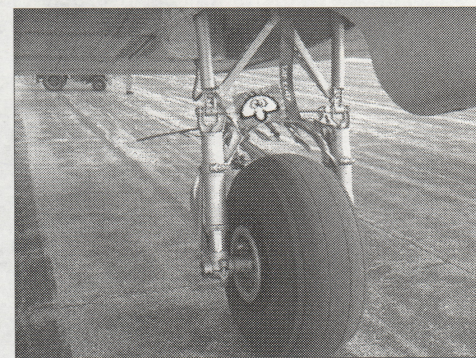


On their first date with *Glacier Girl* !

BACK ROW, LEFT TO RIGHT: **Bill Best, Peter Lach, Frank VanNuck, Paul Osentoski, Tony Osentoski, E. A. "Pete" Petersen, Bill Clark, Joe Toth, Robert Graham, Irv Kaminski**
 KNEELING, LEFT TO RIGHT: **Dave Steiner, Russ Banush, Bob Hatmaker, Gerry Lach** IN THE C-47: **Alex Azary**



Surprise visit! Kids always enjoy our classic C-47.



Kilroy stuck this twig in our Gooney gear.

The Room 216 Report

by Jon Stevens L 4172 WR

Instead, this month I want to talk about a couple of disappointments with two potentially major events that have long-term implications for us. One was a specific event, that didn't go as well as we'd have liked, and the other is an ongoing one.

The specific event was our second *Grosse Ile Air Extravaganza*, held over Fathers Day weekend. With the rainy spring we've had, the weather surprised us all, and was perfect. The booked acts were improved (Jim Leroy flying his Pitts Special was worth the price of admission alone!), the crowds and the gate were larger, the expenditures were smaller, and we had some great sponsorships from several downriver and Grosse Ile businesses.

Unfortunately, the downsides included competition with other Fathers Day weekend events around town and what I feel was insufficient marketing of the event (resulting in attendance well below the event's potential), which in turn led to lower vendor sales (reducing another source of income). And, frankly, a low member turnout didn't help either. As a result, we again lost money on the event, but just not nearly as much as last year.

Granted, Grosse Ile is not the most convenient location in the metro area to get to (it's an 86-mile round trip for me). The event has only taken place twice, and both times on family-oriented weekends (Fathers Day and Fourth of July) so it hasn't hit a lot people's *must-do* lists of summer activities.

Still, I think it has great long-term potential for us as an annual event, and getting the word out about us as an organization, that we are involved in the local communities, and that we want to shed the cliquish little flying club reputation that we've earned over the years. To me, this event is an investment that will pay out over time, and not just a quick *take the money and run* effort.

In other words, putting this event on is akin to planting trees, and not just annuals and shrubs.

With some changes in the scheduling (a normal weekend) and marketing (more selective audience targeting), I support holding the event next year, and I hope you will, too.

The other disappointment also deals with money. We created the *Michigan Aerospace Foundation (MAF)* three years ago to raise

Usually, this column is about victories, specifically the number of small ones that over time add up to some pretty big improvements and accomplishments.

funds for our expansion. One of the first steps in raising money for museums is to directly contact the membership with an appeal for funds. The result indicates the level of interest and concern on the part of the membership.

Their recent efforts for us resulted in 156 individual donations for about \$16,000. The good news is that the average donation was around \$100 (the amount of my first check for this year), but the bad news is that our membership donated less than \$5 per person.

Don't get me wrong, I'm *not* suggesting that anyone mortgage their home, raid the kids' college money, or prematurely cash out any 401K accounts. What I am asking is that you give *something*.

One donor, an elderly retiree, donated \$2 with a supportive note saying that he wished he could give more, but that was all he could. If he could give that much, why couldn't more of us?

When you think about it, if our Foundation received 1000 donations averaging \$10 per month, over the course of a year, we'd generate well over \$100,000. That's the kind of money that gets the attention of people who can (and do) write five- and six-figure checks. Again, please rethink this, and do what you can. *Thanks!*

Our Foundation's mailing address is:

**MICHIGAN AEROSPACE FOUNDATION
P O BOX 8282
ANN ARBOR MI 48107-8282**

On a more upbeat note, don't forget about *Thunder Over Michigan*, on August 7-8 at Willow Run. Now in its sixth year, this event has grown to become the largest showing of warbirds and vintage aircraft in the Midwest.

Our theme this year is Pacific Theater aircraft, with a strong tilt toward Naval aviation. Our line-up includes (as of this writing) **17** Grumman TBM Avengers, **19** North American T-6s, SNJs and Harvards, **2** Vought F4U/FG1 Corsairs, several European Theater fighters, and, of course, our own B-17, B-25, C-47 and Stinson.

Our scheduled guest speakers this year are Commander **Hamilton McWhorter III**, USN (Ret.)—first F6F Hellcat Ace and Double Ace with 12 victories, Lieutenant Commander **Harry Badgerow** USN (Ret.)—credited with sinking the Japanese destroyer *Oyodo* with a torpedo from his TBM-3E Avenger, now owned and flown by Danny Summers, scheduled to appear at *Thunder*, Colonel **Archie Donahue** USMC (Ret.)—became an Ace in one day, with five victories over Okinawa, and Wildcat pilot Captain **Joseph D. McGraw** USN (Ret.)—Ace with five confirmed plus three unconfirmed victories in Pacific Theater combat action.

With over 100 aircraft scheduled, it's really going to be a great show! I hope you'll be able to make it out to support our Museum and this outstanding event.

As always, if you've got anything you'd like to discuss, please feel free to call me at **(248) 353-3384** or e-mail me at **jon_stevens_77@worldnet.att.net**.

Until next month, let's keep talking, and keeping 'em flying!

NAVIGATOR . BOMBARDIER . OBSERVER

Did you know there's an organization for us? There is!

AFNOA

is an association of US Air Force Navigators, Bombardiers, Observers, Electronic Warfare Observers (EWOs) and Weapons Systems Officers (WSOs).

AFNOA currently has 1200 members from World War II, current Active Duty, Guard and Reserve navigators.

As a member, you'll receive a quarterly newsletter

DR Ahead

(DR=Deduced Reckoning)

and the opportunity to participate in activities with former aviators.

We have a reunion every 2 years, the next planned for Fall 2005 in Albuquerque, New Mexico.

Join up and meet your old buddies!

For more information, visit the AFNOA website

www.afnoa.org

or contact

Jim Bannerman, Corresponding Secretary
AFNOAsecretary@aol.com

or

Lt Col Russell K Woinowsk USAF (Ret.)
colruss@comcast.net

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Ann Arbor MI 48103-6136
(734) 761-7251





CONDOR'S CAVE

by **Dick Bodycombe**

Dear Members,

Condor is pleased to be able to start this month's column with a glowing report on the activities of our flyable aircraft for the first several weeks of the new 2004 airshow season.

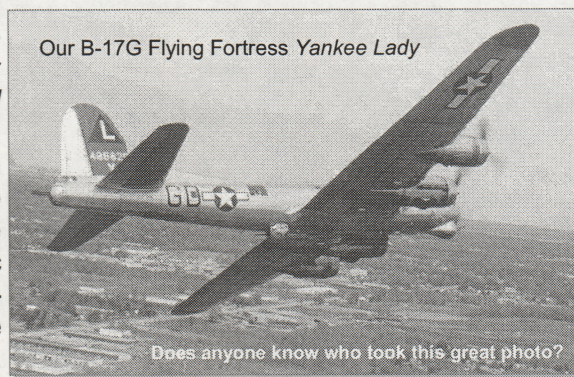
The B-17 began the Memorial Day weekend at Republic Airport on Long Island, New York, as guests of the *American Airpower Museum*. FLEX activity there was somewhat handicapped the whole weekend by "so-so" weather, but the *Lady* was honored to lead a flight of four warbirds with a P-38, P-51, and Corsair performing fly-bys during the *Land and Sea Airshow* up and down the famous Jones Beach on the south shore of Long Island. In addition to exciting low-level passes along the edge of the Atlantic Ocean, a classic Missing Man formation was exquisitely accomplished in honor of the late Colonel Robert K. Morgan. Crowds were estimated at between 100,000 and 150,000 people on both Sunday and Memorial Day Monday. I must add the U. S. Navy *Blue Angels* aerobatic team supported us all the way.

On Tuesday 1 June, we hopped over to Reading, Pennsylvania, and began a hard week of FLEX flying, putting up nine flights one day. **Paul Scholl, Duane Nelson, Norm Ellickson, and Barry Vance** kept the *Lady* in motion, and mid-week young **Dave Cobaugh** air-mailed himself in to assist with more piloting. Chief **Dale Worcester** and old reliable friend **Bill Lary** kept the necessary paperwork flowing, while **Dave Lowry, Bill Wier, and Gary Shelton** kept our *Lady* fueled and polished. Norm reports that we gave 156 flight experiences during the whole 10-day trip.

Our B-25 and C-47 flew in on Friday 4 June to join us for the official Reading airshow. Unfortunately, for the second year in a row, the Saturday airshow flying had to cancel because of weather conditions. On Sunday 6 June, things improved slightly and the *Yankee Lady* again led a four-ship warbird and fighter Missing Man formation for Bob Morgan, with a P-38 Lightning performing a theatrical "pull."

NEXT PAGE: Fellow classmate & YAF member writes to HH

Later in June, while the B-25 entertained at the *Grosse Ile Air Extravaganza*, the B-17 and C-47 motored down to a pleasant show put on by our good friends in the *Military Aircraft Preservation Society (MAPS)* at the old downtown airport in Akron, Ohio, snug up against the famous huge Goodyear blimp airdock and hangar remembered from the 1920's and 1930's eras. The B-17 did very well with FLEX rides, and our C-47 went gangbusters on aircraft tours and dogtag sales (**Mary Ann Bittner** worked non-stop both days, with much appreciated assistance from **Ken & John Aldridge**). Our traveling Museum Store (watched over carefully by **Neoma Stratton**) sold everything in sight, including a record number of toy planes by young **Ted Drews**, marketing specialist/Captains **Dick Zerbe** and **Joe Toth** were ever gracious to our aircraft tour customers.



Our B-17G Flying Fortress *Yankee Lady*

Does anyone know who took this great photo?

MAPS had advertised the weekend as a "Corsair Reunion" honoring many former Goodyear employees still living in Akron who built Corsairs there during WW II, but the reunion idea sort of fizzled out when only one Corsair aircraft was able to appear.

In closing, there has been an interesting new development with the EAA's stricken B-17 *Aluminum Overcast*. As previously planned, their Fortress will still be made "ferryable" and return to Oshkosh for major repairs this winter. However, to complete the last part of EAA's *Salute to Veterans* national tour, a loan agreement has been struck with the *Wings of Eagles Discovery Center* (formerly the *National Warplane Museum* at Elmira, New York) for the use of their B-17 "*Fuddy Duddy*." This unique arrangement will get the Elmira bird back in the air (they have been down for several years because of a money crunch) and EAA will salvage something from their unfortunate incident.

More next month about our return to Geneseo, New York, its picturesque grass field, our old friend Austin Wadsworth, and his associates in the *Historic Aircraft Group (HAG)*.

Condor is out !



CIRCA 1939

PHOTO VIA BRUCE BOCKSTANZ

Grosse Pointe High School
Tower Sports Editor
Dick Bodycombe

Devils Lose 7-0 Contest To Royal Oak

Tricky Acorn Pass Play
Scores, Kezlanian
Sparks Winners

By Dick Bodycombe, 12A

The Grosse Pointe Blue Devils and the Royal Oak Acorns battled for over 40 minutes last Saturday afternoon on the high school field before the Oaks scored a touchdown on a lateral pass and handed the Pointers their first Border Cities League loss of the 1939 season 7-0.

The game was a passing duel with neither squad able to gain on running plays. The powerful lines effectively stalemated each other and prevented any long runs. Grosse Pointe gained a mere 35 yards by rushing while the Acorns failed to gain any.

A forward-lateral pass was Royal Oak's most effective offensive threat. It consisted of a bullet pass to the end and then a lateral to the half-back coming around from behind. Although the play was used frequently the Grosse Pointe backfield failed to recognize it, and the 161 yards gained by this maneuver proved the margin of victory.

FIRST QUARTER EVEN

Play in the first quarter was dull with little action and neither team got inside its opponent's 40-yard line, but the second quarter proved the exact opposite. With possession of the ball in mid-field, the Oaks tried their lateral pass play and gained 32 yards. The Grosse Pointe line held, and Kezlanian, Acorn half-back, punted a low driving kick which stopped rolling on the 3-yard marker.

Standing deep in his own end zone Bob James, Blue Devil Kicker, got off a high spiraling punt which sailed all the way out to the Grosse Pointe 42-yard stripe. Receiving a 15-yard penalty the Oaks were forced to kick and it was returned to Grosse Pointe's 38-yard marker.

On the next play Henry Kezlanian, brilliant little Royal Oak back leaped high into the air and picked one of Joe Faust's passes out of the clouds. Working their lateral pass again the Acorns swarmed down to the 9-yard line. Two running plays brought it within inches of a touchdown. On the next line back the Grosse Pointe line crushed the ball carrier and the pigskin trickled free. When the players untangled, Dave LaVine, Devil back, had the ball. Again, with the Acorn forward wall charging him, Bob James got off a fine kick out to his own 34-yard stripe. With Royal Oak's offensive in motion again, Bob Carman, Grosse Pointe roving center pulled the interception trick and stopped the drive.

PASS GAINS 40 YARDS

With the twilight of the half ap-

SPORTS PAGE
FROM THE
GROSSE POINTE
HIGH SCHOOL
TOWER

ARTICLE BY
SPORTS EDITOR
DICK BODYCOMBE
CLASS OF 1940

Grosse Pointe					Royal Oak
Carlson	L.E.				Penoza
Abrams	L.T.				Simmons
Waldie	L.G.				Flair
Carman	C.				Glass
O'Malley	R.G.				Hartrick
Kammer	R.T.				Peck
Jackson	R.E.				Smith
Weaver	C.B.				McNeil
LaVine	L.H.				Pollack
Faust	R.H.				Ceneaux
Tippner	P.B.				Martin
Grosse Pointe.....	0	0	0	0	0
Royal Oak.....	0	0	0	7	7

peared the ball. The pass gained 40 yards and was the best play to witness in the three contests so far this year. The half ended on the next play with the ball resting on the Acorns 18-yard marker.

Late in the third quarter Tom Braden recovered a fumbled Royal Oak lateral and once again the Blue Devils were in Acorn territory. In rapid succession Joe Faust rifled two passes to Bruce Bockstanz, Grosse Pointe end, and the Pointers advanced to the 12-yard line. After the next three attempts to score were stopped, Gordon Tanner attempted a field goal but the ball drifted a few feet wide. This ended the Blue Devils scoring opportunity for the day.

With the beginning of the last quarter the Acorn passing juggernaut was put in motion again and roared down the field. With Kezlanian tossing passes with his left hand and Bill Ceneaux receiving the laterals the ball moved down to the Grosse Pointe 43-yard stripe. On the next play, this same lateral pass caught the Pointers napping and Ceneaux tore down the side-line for the first touchdown made between these teams in two years. Kezlanian split the uprights on his place kick and the lid was closed on the action for the day.

NOTICE

All tenth, eleventh, and twelfth grade homerooms are asked to enter a five-man touch football team in competition during senior lunch hour. Homerooms should elect a sports representative and captain and all teams and names of the members must be turned in to Mr. Forrest Geary, athletic director, as soon as possible this week. In the case of double homerooms, each section is entitled to a separate team. Games will be of 20 minutes in duration.

Monday
June 7, 2004

Dear Hangar Happenin's,

Dick Bodycombe stated in his opening column that he was a frustrated newspaper reporter. As a fellow member of the Class of 1940 at Grosse Pointe High School, I have the attached clipping showing him in action.

When he wasn't playing sports himself, he was covering them as sports editor for the school paper. He did his best to make the local boys look good with his coverage. Some of our football players were a real challenge.

He took typing to improve his reporting skills. He found himself to be the only male student in the class. He says that each time he was called upon there was much giggling from his classmates!

I look forward to each issue of the *Happenin's*. Keep up the good work.

Regards,

Bruce Bockstanz
#2356 WR

Along with these wonderful souvenirs,
Mr. Bockstanz included
a sizeable donation
to the
YAF Bodycombe Fund !

Thank you sincerely.



THUNDER OVER MICHIGAN 2004

Saturday, August 7th and Sunday, August 8th

Willow Run Airport, Belleville, Michigan



No more mail orders!
IN-STORE
ADVANCE PURCHASE
& PICK-UP
ENDS SUNDAY
AUGUST 1, 2004

**OVER 100
AIRCRAFT
EXPECTED !**

*Come see one of the largest warbird events
in North America, featuring a salute to Naval Aviation
including 17 TBM Avengers scheduled to attend!*

*It's sure to be a show that's not to be missed.
Saturday, August 7th and Sunday August 8th*

Hours: 9:00 am - 4:00 pm BOTH DAYS

GATE PRICES

\$15.00 (16 + years old)

\$10.00 (7-15 years old)

FREE (6 years old & under)

ADVANCE TICKET PRICES

\$10.00 YAF MEMBERS ONLY

\$12.00 (16+ years old)

\$8.00 (7-15 years old)

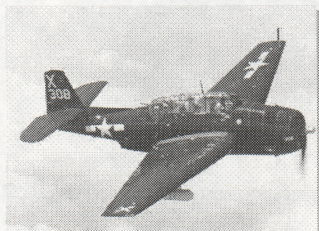
*For additional information about advance ticket sales visit
www.yankeeairmuseum.org*

AIRCRAFT ARRIVAL DAY . Friday August 6
\$20.00 per person . 9 AM - 4 PM
Payable only at the gate
NO DISCOUNTS / NO ADVANCE SALES
Spectators will be limited to a confined area
within the Museum's Air Park.
No ramp access will be allowed.

PHOTO TOURS . Saturday August 7
\$40.00 per person per day . Sunday August 8
Not payable at the gate . 7 AM - 9 AM
NO DISCOUNTS / ADVANCE SALES ONLY
Advance sales via Tom Walsh (519) 659-3298
Your photo tour ticket also includes admission
for one entire day 9 AM - 4 PM

World War II Aviation Symposium **AIR WAR IN THE PACIFIC**

Enjoy a Saturday evening supper in the hangar with our guests of honor followed by their on-stage panel discussion with photo opportunities and autographs.



Lieutenant Commander **HARRY BADGEROW** U.S. Navy (Ret.)
TBM Avenger Pilot, VT-86, *USS Wasp*

In late 1944, VT-86 attacked Japanese vessels in Manila Bay and sank numerous ships including the heavy cruiser *Nashi*. Lt. Badgerow was credited with sinking the Japanese destroyer *Oyodo* with a torpedo in July 1945. Following the ceasefire, Lt. Badgerow flew mercy missions in the TBM, dropping supplies to Corregidor and Bataan survivors held as prisoners of war in Nagoya Castle.

Pictured at left, the TBM-3E (USN Bu. No. 85938) aircraft flown by Lt. Badgerow with VT-86 survived WWII and its second life as an aerial sprayer. Restored by John Lane and crew at Airpower Unlimited, now owned and flown by Danny Summers, this magnificent Avenger will be in attendance at this year's *Thunder Over Michigan*.



Colonel **ARCHIE DONAHUE** U. S. Marine Corps (Ret.)
F4U-1 Corsair Pilot, VMF-451, *USS Bunker Hill*

On 13 May 1943, while flying the Vought F4U-1 Corsair, Archie Donahue destroyed five Japanese Zero fighters in a single engagement, becoming only one of seven Marines to become an Ace in a single day. On 12 April 1945 while flying his Corsair with VMF-451, Donahue repeated this performance when he scored five victories on a single mission over Okinawa. Col. Donahue is credited with a total of fourteen confirmed victories during World War II, decorated with the Navy Cross, three Distinguished Flying Crosses, five Air Medals and numerous citations.



Captain **JOSEPH D. MCGRAW** U. S. Navy (Ret.)
F4F Wildcat Pilot, CVE-73, *USS Gambier Bay*

Capt. McGraw flew the Grumman F4F Wildcat with VC-10 aboard the *USS Gambier Bay* (CVE-73). He saw combat action in the Pacific Theater at Saipan, Tinian, Guam, Peleliu, Angaur, Hollandia, Leyte, and the Battle of Leyte Gulf. He earned his status as an Ace with five confirmed victories plus three additional unconfirmed victories. Capt. McGraw was awarded the Navy Cross and the Distinguished Flying Cross for repeated attacks against the Japanese battle fleet at Leyte Gulf.



Commander **HAMILTON McWHORTER III** U. S. Navy (Ret.)
F6F Hellcat Pilot, VF-9, *USS Essex*
and VF-12, *USS Randolph*

First F6F Hellcat Ace
First F6F Hellcat Double Ace
Twelve World War II victories

5:30 PM DOORS OPEN
6:00 PM SUPPER SERVED
7:00 PM PROGRAM BEGINS

Saturday, August 7th
Symposium tickets are \$65.00
and include admission to Saturday and Sunday air displays
plus supper and symposium Saturday evening.

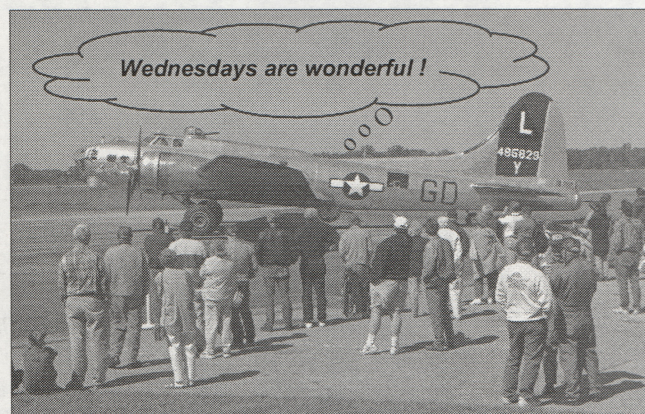
In Memory Of...

Reed Draper

Senior Life Member #1584
Saginaw Valley Division

Raymond Lambeck

Senior Life Member #11325
Willow Run Division
Passed away
27 April 2004



Ever wonder how far your hard volunteer work reaches?

Many Wednesdays, the *Yankee Lady* has flown over my house in St. Clair Shores (about 40 miles east of our Museum) on her weekly FLEX ride route, then east about another mile before she turns around over Lake St. Clair to head back to Willow Run Airport. I overhear neighbors make comments like "Awesome!" (Webster's definition: reverence mixed with wonder) How true.

John Mazur is one of my neighbors. Mr. Mazur was a tailgunner on a B-17 Flying Fortress in World War II. He was also a Nazi prisoner of war for three years. He would love to participate in the Yankee Air Force, but his body is so debilitated from the mistreatment he received while he was imprisoned that he fears to be too far from medical attention. He tells me about the horrors of the "Unknown Death March" back and forth across Poland during the most severe winter on record, losing two-thirds of the airmen who had started out with him. But when he sees the *Yankee Lady*, it's like all the horrors are forgotten. He smiles as if he's seeing a long-lost, beloved friend. The stories get happier and so does he. Thank you all on behalf of Mr. Mazur, and myself.

Dave Stonoski #5769 WR

Our **Stinson Reliant's flying schedule** is shown below. We have cabin space for two qualified Yankee Air Force pilots and two YAF members on each of these flights. The purpose of our Stinson flight program is to generate new members for the Yankee Air Force.

Fly along with us and help out on these trips! Contact **Ray Hunter** at (734) 668-6059 or HuntersofA2@aol.com.



DARLENE IMUS

Date	Location	Departure Time	Return Time
15 August	Saginaw, MI	7:00AM	Noon
22 August	Howell, MI	7:00AM	Noon
11 September	Troy, MI	7:30AM	2:00PM
26 September	Port Huron, MI	8:00AM	4:00PM
1 October	Michigan Air Tour	TBA	TBA
2 October	Michigan Air Tour	TBA	TBA
3 October	Michigan Air Tour	TBA	TBA
9 October	Romeo, MI	7:00AM	Noon

We fly the Stinson to pancake breakfasts in Southeastern Michigan. Duties for pilots and members at these events include setting up a table and providing YAF information. Each new member who joins YAF at these events is eligible for a short flight in our Stinson.

2004 YANKEE AIR FORCE AIRSHOW SCHEDULE

B-17!		Jly 30-01	Indianapolis Airshow 2004	TB -FLEX	Mt Comfort, IN
B-17!	B-25!	C-47!	Aug 07-08	Air Display 2004-Thunder Over Mich	Willow Run, MI
		C-47?	Aug 10	YAF member trip to USAF Museum	Springfield, OH
B-17!			Aug 13-15	Westover ARB Open House	Chicopee, MA
	B-25!	C-47!	Aug 15	Pontiac Airport Open House	-FLEX Waterford, MI
	Stnsn!		Aug 15	YAF Saginaw Division Dawn Patrol	Saginaw, MI
B-17!		C-47!	Aug 21-22	Airport Open House/Static Dsp	-FLEX Delaware, OH
	B-25!		Aug 20-21	Doolittle Tokyo Raiders Commemoratv	Oscoda, MI
	B-25!		Aug 21-22	Aircraft Static Display	-FLEX HarborSprngs, MI
	Stnsn!		Aug 22	Howell Fly-In	Howell, MI
		C-47!	Aug 24	YAF member trip to New K-zoo Air Zoo	Kalamazoo, MI
		C-47?	Aug 25	YAF member trip to New K-zoo Air Zoo	Kalamazoo, MI
B-17!	B-25!		Aug 27-29	Toledo Airshow	TB Toledo, OH
	B-25!		Sep 03-04	Fly-In / Cruise-In	-FLEX Marion, IN
			Sep 06	Labor Day	
		C-47!	Sep 10-12	Airport Open House/Static Dsp (VNW)	Van Wert, OH
B-17!	B-25!		Sep 11-12	Aviation Day with Flair-Kent State	Stow, OH
	Stnsn!		Sep 11	Troy Fly-In	Troy, MI
		C-47?	Sep 14	YAF member trip to USAF Museum	Springfield, OH
B-17!	B-25!	C-47!	Sep 19	YAF Founder's Day Open House	Willow Run, MI
B-17!		C-47!	Sep 24-27	Aviation Hall of Fame display	-FLEX Teterboro, NJ
	Stnsn!		Sep 26	Port Huron Fly-In	Port Huron, MI
B-17!			Oct 01-03	U.S. Aviation Museum Airshow	-FLEX Euclid, OH (CGF)
	Stnsn!		Oct 01-03	Michigan Air Tour	TBA
		C-47?	Oct 03-08	YAF member trip to NC, GA, FL	
				Battleship USS North Carolina	Wilmington, NC
				Mighty Eighth Air Force Her. Museum	Savannah, GA
				U.S. Naval Aviation Museum	Pensacola, FL
B-17!	Stnsn!		Oct 09	Boy Scout Open House/Static Display	Romeo, MI

! Definite ? Tentative FLEX Flight Experiences TB US Air Force Thunderbirds

DOG TAGS ! GET YOUR HOT DOG TAGS !

Every **Wednesday** in the picnic area from **4 - 7 PM.**

Come out to watch our Flight Experiences
and get yourself a personalized dogtag

MADE WHILE YOU WAIT

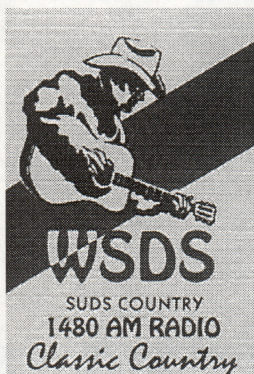
BY A FORMER FIFTH GRADE SPELLING CHAMPION

\$5 for one stainless steel tag with chain

MAIL ORDERS ALSO ACCEPTED ATTN: DOGTAGS



DAVE STONOSKI



UPDATE! We are pleased to be working with **WSDS 1480 AM** Radio on a weekly 2-hour program **THE B-24 LIBERATOR SHOW** now scheduled for every **SATURDAY** from 9-11 AM. Big Band music will be featured with Yankee Air Museum news, upcoming events, historical perspectives and interviews. Brush off your favorite story and get ready to tell it on the radio! WSDS will be the first radio station in southeast Michigan (and one of only ten pioneer stations in the US) to broadcast digitally around the clock, 7 days a week. Digital radio is the techno-twin of high-definition TV, allowing listeners to hear a weak AM signal clearly inside office buildings and vehicles. Our show will also be available at www.wsd1480.com on the internet. Family and friends can listen anywhere in the world now, so make it a great story! Call WSDS Sales Manager **Laura Barnes**, WSDS Volunteer **Mike Cayley**, or **George Koch** at (734) 484-1480 for more information.

This season our **C-47 Yankee Doodle Dandy** has been flying Yankee members to some great day-trip destinations! Seats are first-come, first-served...so send in your check, MasterCard or VISA payment soon. Except as noted, price covers only the cost of your flight. Your admission to the museums, food or any ground transportation is extra.



FLY GOONEY !

DATE			DESTINATION		ROUND TRIP COST	
★	Tuesday	Aug 10	Dayton, Ohio	USAF Museum, Wright-Patterson AFB		SOLD OUT
	Tuesday	Aug 17	Dayton, Ohio	USAF Museum, Wright-Patterson AFB	NEW TRIP !	\$100
	Tuesday	Aug 24	Kalamazoo, Michigan	The New Air Zoo		SOLD OUT
★	Wednesday	Aug 25	Kalamazoo, Michigan			SOLD OUT
	Wednesday	Sept 1	Kalamazoo, Michigan		NEW TRIP !	\$ 65
	Tuesday	Sept 14	Dayton, Ohio	USAF Museum, Wright-Patterson AFB		SOLD OUT
★	Tuesday	Sept 21	Dayton, Ohio	USAF Museum, Wright-Patterson AFB	NEW TRIP !	\$100
	Sunday	Oct 3	Grand Tour:	Wilmington, North Carolina	<i>USS North Carolina</i>	
	<i>returning</i>			Savannah, Georgia	<i>8th AF Museum</i>	
	Friday	Oct 8		Pensacola, Florida	<i>Naval Air Museum</i>	
Includes airplane expenses, motel with dual occupancy, ground transportation, and museum admittance: \$ 900						

NAME _____		YAF MEMBER # _____	PHONE NUMBER _____
DATE _____	DESTINATION _____	HOW MANY SEATS? X COST PER SEAT =	TOTAL ENCLOSED _____
E-MAIL ADDRESS _____		VISA and MasterCard accepted 	

Yankee Air Museum reserves the right to cancel any of these excursions at any time and refund the participant the full amount paid. Refunds will not be granted except for trips cancelled by Yankee Air Museum.

Checks payable & mailable to

Yankee Air Force Inc.
PO Box 590 Belleville MI 48112-0590

Call Sara Witt (734) 483-4030 Ext. 223 to pay by credit card.



May 17, 2004

Dear Yankee Air Force:

Last Saturday I rode in your B-17 *Yankee Lady* and I want to thank all of you for one of the most exciting experiences of my long life.

I have flown or ridden in everything from a J-3 Cub to a Waco UPF-7 to a Stinson SR-9, a Fairchild 24-R, a Twin Otter, Stits Playboy, PT-23, DC-3s, Connies and your B-25 (only we called her the *Gallant Warrior*), so I'm no stranger to great aircraft, but Saturday was miles ahead of all the others.

Your B-17 team is really something special. They were not only competent, beautifully organized and professional, they also went way out of their way to be friendly and helpful. All passengers were treated like visiting royalty.

The concept of melding this once-in-a-lifetime experience with an introductory membership in the Yankee Air Force was brilliant! After seeing and hearing and riding in this magnificent product of your hardwork and dedication, who would not want to join your crusade to preserve our country's heritage? I and my somewhat dusty A&P licenses will be at your next orientation meeting.

My youngest son is a Major in the U.S. Army and his unit is slated to ship out for Iraq soon, but June 16th he is coming up here to give me my Father's Day present—we are both flying in the *Yankee Lady*.

Again—Thanks to all of you!

Larry Palmer of Ann Arbor, Michigan

CONNIE'S

O
R
N
E
R

by
Connie Kosek



How many times have you heard stories about people losing a ring on the beach in Florida years ago, someone else finding it, and returning it to its rightful owner because there was a name engraved on it? Or perhaps a wallet was found miles away and returned by a Good Samaritan. Or a letter delivered twenty years late. It does happen.

Here's a story I read about the identification bracelet of a soldier who died in World War II soldier, found and returned after 60 years:

Virginia (Jenny) Moore spent nearly 60 years believing that the silver identification bracelet she gave her first husband was lost forever.

So when she was reunited with it, she couldn't hold back her emotions.

Jenny Moore cried when a police officer from Belgium gave her the silver piece that her husband, Marcus L. Comer, was wearing when he left to fight in World War II in 1944. "I was speechless," said Moore who has remarried and lives in North Fort Myers. "I kissed it. It was wonderful."

Comer's name and Army serial number were engraved on one side. The words, "Love Jenny" graced the other.

When her husband was killed on January 14, 1945, during the Battle of the Bulge, Moore thought he and the identification bracelet were lost to her forever.

But to her surprise she received a call from Lorenzo Maierna last August. The officer said he had found the bracelet inside a foxhole in a forest near Villers-la-Bonne-Eau, Belgium, while searching for World War II artifacts.

Maierna and his wife, who live in Belgium, decided to give the identification bracelet to Moore in person. In exchange Moore has amended her will to have the bracelet returned to Maierna after her death. Maierna hopes to open a World War II museum in Belgium.

Bracelet not actual / Image compliments of **Bill Wier** / Article from the Associated Press

Dear Friends,

I've decided to quit writing for Hangar Happenin's. There are so many great stories and poems to be heard from other writers. I will do a "guest shot" once in a while, but as of this article, I am retiring (again). Thank you for your many comments and feedback. I've had a great twelve years. Time to sit in the backseat of the biplane and let someone else do the flying.

~ **Connie**

Love Jenny

MANY THANKS *for your help on* MEMORIAL DAY !

BREAKFAST:

Renda McGill
Carol Guenther

LUNCH:

Nancy Lockwood
Dwight Koslowski

TRAYS:

Sally Irving
Frank & Hilda Smeltzer
Michael Johnson
Eugene & Sandy Leppanen
Gwen Blackford
Rita Baker
Nick Peth
Cassidy & Bobby Williams
+ 2 mystery names

DONUTS:

Amelia Mullins

COFFEE:

Don Messing
Lynne Beshara
Ann Sheldon
Al. Scotford

JUICE:

Carol King
Dave Wright

SYRUP:

Sara Wagner

SAUSAGE:

George Schweigert
Peter Morris
Henry Heuser
Don Speyer
Chris Blackford

PANCAKES:

Jim King
Charlie Greenwald
Jerry Harmon
Ken Guenther

MIXMASTER:

Steven Guenther

TABLES:

Gerald Barr
John Harbowy

TICKETS:

Louise Greenwald
Mary Ann Cripps
Carole Burkhardt

CASHIER:

William Colwell

MUSEUM DISPLAY:

Jerry Luther

FLIGHT EXPERIENCES:

Ted Edmonds
Casey Hines

C-47 Yankee Doodle Dandy:

Fred Lockwood

USED BOOK SALES:

Richard Lenard
Sam Sturgis

DOG TAGS:

Dean Greene
Tom Greene
Mary Ann Bittner
Linda Terentiak

EVERYTHING ELSE:

Clyde Guenther
Keith Jones
Dick & Debbie Stewart

EVERYONE ELSE:

If you helped out but your name is not listed here, please know you were very much appreciated and this only means you were probably just too busy to sign the notepad that was circulated!



The crowd is drawn to the sound of historic aircraft on the ramp at Yankee Air Museum. In the distance: B-25, T-28 and L-39.

MEMORIAL DAY MONDAY 31 MAY 2004

NEWS FROM THE GREEN ZONE Baghdad, Iraq



LTG Sanchez
USA

Eric Aubrey
USACE

YAF Member **Eric Aubrey** is with the US Army Corps of Engineers in Baghdad, Iraq, serving there since May as the Gulf Region Division's Military Installation Support Program Manager. Eric lives and works in the famous Green Zone we hear about so often in our daily news. He is responsible for overseeing dozens of USACE project sites throughout central Iraq.

We've been lucky to stay in touch with Eric via e-mail. At the YAF hangar, you can read his latest messages on the bulletin board in the meeting room with his earlier e-mails and photos compiled in a notebook nearby. Included are Eric's photos and description of his visit to what appears to be Saddam Hussein's private helicopter, damaged and abandoned.

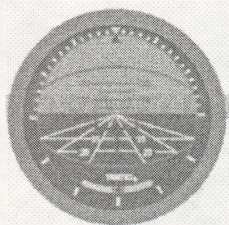
In the recent photo above, Eric is shown with US Army Lieutenant General Ricardo Sanchez, Commander of our Coalition Ground Forces.

The stitching above the name tape on Eric's DCU (Desert Camouflage Uniform) is his surname AUBREY spelled in Arabic.

Eric is a US Army Reservist with the rank of Lieutenant Colonel, but is considered a civilian employee while working in Iraq with the US Army Corps of Engineers.

Eric is scheduled to return home in mid-September. *See you soon!*

~ MAB



ON THE HORIZON

WHAT'S HAPPENIN' AT YANKEE AIR MUSEUM

East side of Willow Run Airport
at Beck & Ecorse Roads

www.yankeeairmuseum.org



Museum and Store open
Wednesday evenings
until 7 PM

AUGUST 2004

Wednesday
August 4th

General Membership Meeting 7:30 PM in Meeting Room
Presentation on Emergency Preparedness by FEMA FEDERAL EMERGENCY MANAGEMENT AGENCY
plus unpublished photos of Ground Zero September 11th

Saturday-Sunday
August 7th-8th

Thunder Over Michigan 2004 Air Display and Symposium
at Yankee Air Museum, Willow Run Airport
See Pages 8 - 9 of this issue or www.yankeeairmuseum.org



Saturday August 14th

Michigan Aerospace Foundation fundraiser
at Yankee Air Museum

Sunday August 15th

YAF Saginaw Division Dawn Patrol > Stinson!

SEPTEMBER 2004

Thursday September 9th

YAF GOLF WAR, Pine View Golf Course, Ypsilanti, Michigan
10 AM start Call (734) 645-1150

Sunday September 12th

Sally Ride Science Festival
at University of Michigan's North Campus

Saturday September 18th

Annual Meeting of the Yankee Air Force, Inc.
1 PM in our Meeting Room

Dinner Dance \$50 a couple
5:30 PM - Midnight **LIVE BAND!**

TO BE ANNOUNCED !

Volunteer Appreciation Barbeque



**DINNER DANCE
TICKETS
IN OUR
MUSEUM STORE!**

OCTOBER 2004

Friday-Saturday-Sunday
October 1st-2nd-3rd

Michigan Air Tour > Stinson!

TO BE ANNOUNCED !

Movie Night: A BRIDGE TOO FAR *Special guests: Paratrooper re-enactors
inside our C-47 in the Hangar*

*For reservations or more information about any of our events at Yankee Air Museum
call (734) 483-4030 Ext. 223 and ask for Sara Witt.*

Hangar Happenin's

YANKEE AIR FORCE GOLF WAR 2004

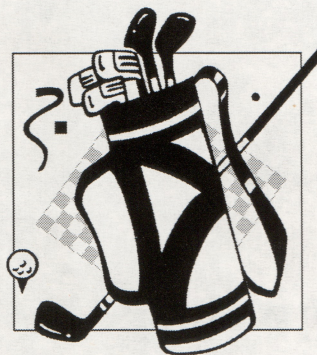
Thursday 9 September 2004

Pine View Golf Course
Ypsilanti, Michigan
(former McEnnon Airfield)

> 10 AM Tee-Off <

\$50 (\$40 Seniors 60+)

PAYABLE & MAILABLE TO:
Yankee Air Force, Inc.
PO Box 590
Belleville MI 48112-0590



Fees postmarked by August 1st will be entered into **both** bomber ride drawings that will take place as part of this event!

We'll have door prizes for everyone, lunch at the turn and YAF GOLF WAR balls provided by *Feigley Buick Oldsmobile*. The event is for anyone who is plane and/or golf crazy! Don't worry about your golf skills!

For more info contact:

Dave Steiner (734) 645-1150
davesteiner@blackmoreco.com

SPONSORS and PLAYERS NEEDED !

YANKEE AIR MUSEUM
P O BOX 590
BELLEVILLE MI 48112-0590 USA

Non-Profit Organization
U.S. Postage Paid
Permit No. 56
Belleville, Michigan

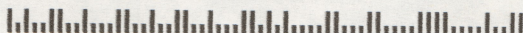
**SUMMER
MUSEUM HOURS**

MONDAY	CLOSED
TUESDAY	10AM-4PM
WEDNESDAY	10AM-7PM
THURSDAY	10AM-4PM
FRIDAY	10AM-4PM
SATURDAY	10AM-4PM
SUNDAY	12PM-4PM



WWW.YANKEEAIRMUSEUM.ORG

*****3-DIGIT 483 1668 S6 P1
DAVID T. SAUNDERS
5010 CLEARVIEW DR
CLARKSTON MI 48348-3933



PLEASE CHECK YOUR MAILING ADDRESS! NOTIFY OUR MEMBERSHIP OFFICE OF ANY CHANGES (734) 483-4030 Ext 211

The Newsletter of the Yankee Air Force